



England Coast Path Stretch: Salcott to Jaywick

Report SCJ 1: Mill Lane, Salcott to Moor Farm, Langenhoe

Part 1.1: Introduction

Start Point:	Mill Lane, Salcott (Grid reference TL9482 1367)
End Point:	Moor Farm, Langenhoe (Grid reference TM0094 1619)
Relevant Maps:	SCJ 1a to SCJ1f

1.1.1 This is one of a series of linked but legally separate reports published by Natural England under section 51 of the National Parks and Access to the Countryside Act 1949, which make proposals to the Secretary of State for improved public access along and to this stretch of coast between Salcott and Jaywick.

1.1.2 This report covers length SCJ 1 of the stretch, which is the coast between Mill Lane, Salcott and Moor Farm, Langenhoe. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

1.1.3 The report explains how we propose to implement the England Coast Path (“the trail”) on this part of the stretch, and details the likely consequences in terms of the wider ‘Coastal Margin’ that will be created if our proposals are approved by the Secretary of State. Our report also sets out:

- any proposals we think are necessary for restricting or excluding coastal access rights to address particular issues, in line with the powers in the legislation; and
- any proposed powers for the trail to be capable of being relocated on particular sections (“roll-back”), if this proves necessary in the future because of coastal change.

1.1.4 There is also a single Overview document for the whole of this stretch of coast, explaining common principles and background. **This and the other individual reports relating to the stretch should be read in conjunction with the Overview. The Overview explains, among other things, how we have considered any potential environmental impacts of improving public access to this part of the coast, and this report, and other separately published assessments we refer to, then provides more detail on these aspects where appropriate.**

Part 1.2: Proposals Narrative

The trail:

Generally follows existing walked routes, including public rights of way, along most of this length.

1.2.1 Mainly follows the coastline quite closely and maintains good views of the estuary, saltmarsh or mudflats.

1.2.2 Includes two extensive sections of new path that are not currently public rights of way or permissive paths between Salcott and Abbott's Hall Farm and Feldy Marshes and Peldon. See maps 1a to 1f and associated tables below for details.

1.2.3 Over sections SCJ_1_S007 to SCJ_1_S015 an inland diversion is necessary to take the trail past the coastal realignment site at Abbotts Hall Farm where seawalls were breached to create new intertidal habitat in 2000.

1.2.4 At Peldon (SCJ_1_S023 to SCJ_1_S030) the trail takes a direct inland route from the Ray Channel to the Pyefleet Channel. A more coastal alignment is not currently possible due to the presence of private residences and gardens and the lack of road verge or pavement alongside a very busy road.

Protection of the environment:

In this part of the report, we explain how we have taken account of environmental protection objectives in developing our proposals for improved coastal access.

1.2.5 The following designated sites affect this length of coast:

- Essex Estuaries Special Area of Conservation SAC
- Blackwater Estuary (Mid-Essex Coast Phase 4) Special Protection Area SPA
- Blackwater Estuary (Mid-Essex Coast Phase 4) Ramsar site
- Blackwater Estuary Site of Special Scientific Interest (SSSI) for its wildlife and habitat interests
- Blackwater Estuary National Nature Reserve NNR
- Blackwater, Crouch, Roach and Colne Estuaries Marine Conservation Zone (MCZ)
- Remains of St Mary the Virgin's Church Scheduled Ancient Monument Scheduled Monument
- Great Wigborough Henge Scheduled Monument

See Overview maps C1, C2 and D

The following table brings together design features included in our access proposals to help to protect the environment along this length of the coast.

1.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
SCJ 1a & SCJ1b	SCJ-1-S006 to SCJ-1-S017	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail will follow an existing track landward of the managed realignment site and users with dogs will be required to keep to the line of the trail only and keep their dog on a lead at all times. Dogs will not be permitted in any part of the margin in these sections. Additionally, complete exclusion of coastal access rights will apply to the remnant sections of seabank seaward of these route sections except for signed viewpoints. <p>In addition, we will install: Notices at the entry points to this section explaining the sensitivity and asking people to observe the requirement to keep dogs on leads and on the line of the trail only.</p>	To prevent disturbance of breeding, passage and wintering birds on the intertidal and grazing marsh habitats by recreational users
SCJ 1e	CJ-1-S022	<p>The following design features are described elsewhere in this report:</p> <p>Ray Island falls within the seaward margin of this section but the highest part is not included in the S25A restriction covering the surrounding saltmarshes and mudflats. It is a National Trust owned and Essex Wildlife Trust (EWT) managed nature reserve where dogs are not currently permitted. This will be supported by an exclusion of coastal access rights for visitors with dogs at all times</p>	To prevent disturbance of breeding, passage and wintering birds on Ray Island by recreational users

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		No specific measures are needed to protect Scheduled Monuments, as they are landward of the coastal margin	

1.2.7 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. For more information about how we came to this conclusion; see the following assessments of the access proposals that we have published separately:

- A Habitats Regulations Assessment relating to any potential impact on the conservation objectives of European sites.
- Our Nature Conservation Assessment, in which we document our conclusions in relation to other potential impacts on nature conservation.

Part 6b of the Overview includes some contextual information about protecting the environment along this length of coast.

Accessibility:

1.2.8 There are few artificial barriers to accessibility on the proposed route. However, the natural coastal terrain is often challenging for people with reduced mobility and this is the case on sections of our proposed route because:

- The trail will follow uneven grass paths along sea wall and across fields;
- There are slopes in places where it will be necessary to gain access to and from the sea wall.
- There are kissing gates in places where it is necessary to provide a barrier to contain livestock.

1.2.9 At places indicated on maps 1a to 1f, the existing gate or stile will be replaced or a new footbridge installed, so as to make them easier to use. We envisage this happening as part of the physical establishment work described below.

See part 6a of the Overview - ‘Recreational issues’ - for more information.

Where we have proposed exercising statutory discretions:

1.2.10 **Estuary:** This report proposes that the trail should contain sections aligned on the estuaries of the River Colne and Blackwater estuary extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of that river as far as Salcott (Mill Lane road bridge) and The Strood (Mersea Island causeway) on this length, as indicated by the extent of the trail shown on map(s) 1a to 1f.

See part 5 of the Overview for a detailed analysis of the options considered for these estuaries and our resulting proposals.

1.2.11 Landward boundary of the coastal margin: We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 1.3.1 below.

1.2.12 At sections SCJ-1-S005 and SCJ-1-S018 to SCJ-1-S023 we have used this discretion to limit the landward extent of the coastal margin to the landward top edge of the seawall. This has had the effect of reducing the amount of coastal margin that would have otherwise been available by default. This option provides the most clarity because:

- There is no clear boundary feature at the bottom of the seawall that could mark the boundary of the coastal margin, but the break in slope provides an easily identifiable boundary for access users.

1.2.13 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 1.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above Table 1.3.1] explaining what this means in practice.

See also part 3 of the Overview - 'Understanding the proposals and accompanying maps', for a more detailed explanation of the default extent of the coastal margin and how we may use our discretion to adjust the margin, either to add land or to provide clarity.

1.2.14 Restrictions and/or exclusions: We have proposed to exclude or restrict access by direction under the Countryside and Rights of Way Act (2000) in certain places along this section of coast.

Exclusion of access to saltmarsh/flat on the Blackwater Estuary

1.2.15 Access to the saltmarsh and flats in the coastal margin seaward of route sections SCJ-1-S004 to SCJ-1-S023, is to be excluded all year round by direction under Section 25A of the Countryside and Rights of Way Act (2000) because we are satisfied that it is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions map 1B below for further detail.

1.2.16 The section 25A restriction is proposed where it is considered that saltmarsh and flats are unsuitable for public access, notwithstanding any locally tolerated access. Safety is considered as part of the assessment along with the nature of the terrain and any natural risks that exist such as soft mud, hidden channels, potential to be trapped by rising tides, and suitability for walking. The intention is to prevent those who may be unfamiliar with the risks from using such areas.

- The areas of saltmarsh on the Blackwater Estuary are subject to regular tidal inundation, and are generally uneven and wet underfoot, incised with creeks and channels, some of which would not be readily apparent to walkers.
- The areas of flats on the Blackwater Estuary are predominantly soft mud at low tide that is difficult to walk on, which becomes inundated when the tide rises.

Direction to restrict/exclude access at Abbott's Hall Farm

1.2.17 Access to the trail and adjacent margin at Abbotts Hall Farm will be restricted by direction year round under the Countryside and Rights of Way Act 2000 (CROW) as follows:

- Accompanied dogs are permitted on the trail only and must be kept on a short lead on route sections SCJ-1-S006 to SCJ-1-S017, given under Section 24 of CROW.
- On the breached bank south of route sections SCJ-1-S006 to SCJ-1-S017, public access will be restricted to signed viewpoints only, given under Section 26(3) (a) of CROW.

See Directions map 1A below, the Habitat Regulations Assessment and the Nature Conservation Assessment accompanying this report for further detail.

1.2.18 Abbots Hall Farm is managed by Essex Wildlife Trust, providing weekday access without charge to the general public on permissive paths, and is currently managed with some provision for access with dogs adjacent to the main buildings, whilst excluding dogs from the rest of the site. With the introduction of coastal access rights dogs will be permitted onto the trail across the farm but must be kept on short leads in line with existing management restrictions on the rest of the farm.

1.2.19 Internationally protected birds, notably curlew, dunlin, redshank, lapwing, golden and grey plovers, teal and wigeon regularly use the adjacent saltmarsh for feeding and roosting, including areas of 'managed realignment' inland of the breached seabank. Upper saltmarsh and rough brackish grassland close to the breached seabank provides suitable habitat for breeding redshank and other ground-nesting birds during the summer, and foraging habitat for raptors and owls at all times of year. Signed permissive paths lead to viewpoints on the breached seabank, with adjacent seabank fenced off from access use. The Habitat Regulations Assessment concluded that allowing additional access to the margin on top of the seabank would cause a significant effect by disturbing these birds.

Direction to restrict access at Ray Island Nature Reserve

1.2.20 Access to the margin at Ray Island Nature Reserve, adjacent to route section SCJ-1-S022, will have dogs excluded all year. This is proposed under Section 26(3)(a) of the Countryside and Rights of Way Act (2000) to limit disturbance to passage, wintering and breeding birds. This restriction also replicates existing visitor management on the Reserve. See Directions map 1C below, the Habitat Regulations Assessment and the Nature Conservation Assessment accompanying this report for further detail.

1.2.21 Ray Island Nature Reserve is managed by Essex Wildlife Trust, and only accessible by boat, with no dogs currently permitted on site. Internationally protected waterbirds, notably brent goose, redshank, curlew, little egret, shelduck and wigeon, regularly use the island and adjacent saltmarsh for feeding and roosting during the winter and passage periods. During the summer the island supports ground-nesting birds such as redshank, oystercatcher and shelduck. The Nature Conservation Assessment and the Habitat Regulations Assessment both concluded that introducing dogs would cause a significant effect by increasing disturbance to these birds.

1.2.22 These directions will not prevent or affect:

- any existing local use of the land by right: such use is not covered by coastal access rights;
- any other use people already make of the land locally by formal agreement with the landowner, or by informal permission or traditional toleration; or
- use of any registered rights of common or any rights at common law or by Royal Charter etc.

Any such use is not prohibited or limited by these arrangements.

1.2.23 The directions we give are intended to avoid any new public rights being created over the area in question in view of the difficult terrain of mudflats and saltmarsh, the risk of disturbance to internationally

protected birds and existing visitor management restrictions at Abbots Hall Farm and at Ray Island Nature Reserve.

See part 8 of the Overview - 'Restrictions and exclusions' - for a summary for the entire stretch.

1.2.24 **Coastal erosion:** Natural England is able to propose that the route of the trail would be able to change in the future, without further approval from the Secretary of State, in response to coastal change. This would happen in accordance with the criteria and procedures for 'roll-back' set out in part 7 of the Overview.

Natural England may only propose the use of this roll-back power:

- as a result of coastal erosion or other geomorphological processes or encroachment by the sea, or
- in order to link with other parts of the route that need to roll back in direct response to such changes.

1.2.25 We have chosen not to make any such proposal in this report. Accordingly the route is to be at the centre of the line shown on maps SCJ1a to SCJ1f as the proposed route of the trail.

Other future change:

1.2.26 At this point we do not foresee any need for future changes to the access provisions that we have proposed within this report.

See parts 7 - 'Future changes' of the Overview for more information.

Establishment of the trail:

1.2.27 Below we summarise how our proposed route for the trail would be physically established to make it ready for public use before any new rights come into force.

Establishment works will only start on this length of coast once these proposals have been approved by the Secretary of State. The works may therefore either precede or follow the start of establishment works on other lengths of coast within the stretch, and detailed in their separate reports.

1.2.28 Our estimate of the capital costs for physical establishment of the trail on the proposed route is **£61,500** and is informed by:

- information already held by the access authority, Essex County Council;
- the conclusions of our deliberations in relation to potential impacts on the environment; and
- information gathered while visiting affected land and talking to the people who own and manage it about the options for the route.

1.1.29 There are six main elements to the overall cost:

- Pedestrian or kissing gates where the trail crosses the line of an existing stock proof fence or to limit access to tracks without coastal access rights.
- Footbridges or culverts to carry the trail across field edge ditches and drains with no current means of crossing.

- Fingerposts and waymarking to clearly indicate the route of the trail and new signs to raise awareness of the restrictions and exclusions that apply to some parts of the trail
- Livestock fencing
- Hazard warning sign at one point where trail users must cross a highway with limited visibility. – remove to SCJ1
- Scrub removal on new trail sections and for associated infrastructure

More significant items of establishment works are shown on the relevant maps accompanying this report.

Table 1 shows our estimate of the capital cost for each of the main elements of physical establishment described above, including necessary consents.

Table 1: Estimate of capital costs

Item	Cost
Signs, waymarking & interpretation panel	£20500
Gates	£13500
Footbridges & culverts	£12500
Fencing	£9000
Pedestrian warning signs for highways crossings	£4000
Scrub removal	£2000
Total	£61500 (Exclusive of any VAT payable)

1.2.30 Once the Secretary of State’s decision on our report has been notified, and further to our conversations with land managers during the route planning stage, Essex County Council will liaise with affected land owners and occupiers about relevant aspects of the design, installation and maintenance of the new signs and infrastructure that are needed on their land. Prior to works being carried out on the ground, all necessary permissions, authorisations and consents will be obtained. All such works would conform to the published standards for National Trails and the other criteria described in our Coastal Access Scheme.

Maintenance of the trail:

1.2.31 Because the trail on this length of coast will form part of the National Trail being created around the whole coast of England called the England Coast Path, we envisage that it will be maintained to the same high quality standards as other National Trails in England (see The New Deal; Management of National Trails in England from April 2013: details at Annex A of the Overview).

1.2.32 We estimate that the annual cost to maintain the trail will be **£5,850** (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England’s contribution to the maintenance of other National Trails.

Part 1.3: Proposals Tables

See Part 3 of Overview for guidance on reading and understanding the tables below

1.3.1 Section Details: Maps SCJ 1a to SCJ 1f – Mill Lane, Salcott to Moor Farm, Langenhoe

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 1.3.2: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
4. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SCJ 1a	SCJ-1-S001 and SCJ-1-S002	Public highway	No	No			
SCJ 1a	SCJ-1-S003*	Public footpath	No	No	Fence line	Clarity and cohesion	
SCJ 1a	SCJ-1-S004*	Not an existing walked route	No	No			
SCJ 1a	SCJ-1-S005*	Not an existing walked route	No	Yes - Bank	Landward top edge of seawall	Clarity and cohesion	
SCJ 1a	SCJ-1-S006	Not an existing walked route	No	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SCJ 1a	SCJ-1-S007*	Not an existing walked route	No	No	Fence line	Clarity and cohesion	
SCJ 1a	SCJ-1-S008*	Not an existing walked route	No	No			
SCJ 1a	SCJ-1-S009*	Other existing walked route	No	No			
SCJ 1a	SCJ-1-S010*	Other existing walked route	No	No	Hedgerow	Clarity and cohesion	
SCJ 1b	SCJ-1-S011 to SCJ-1-S014*	Other existing walked route	No	No			
SCJ 1b	SCJ-1-S015* to SCJ-1-S017	Not an existing walked route	No	No			
SCJ 1b	SCJ-1-S018	Not an existing walked route	No	Yes - bank	Landward top edge of seawall	Clarity and cohesion	
SCJ 1c	SCJ-1-S019	Other existing walked route	No	Yes - bank	Landward top edge of seawall	Clarity and cohesion	
SCJ 1c to SCJ 1f	SCJ-1-S020* to SCJ-1-S023	Not an existing walked route	No	Yes - bank	Landward top edge of seawall	Clarity and cohesion	
SCJ 1f	SCJ-1-S024*	Not an existing walked route	No	No			
SCJ 1f	SCJ-1-S025*	Public highway	No	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SCJ 1f	SCJ-1-S026*	Not an existing walked route	No	No			
SCJ 1f	SCJ-1-S027*	Public highway	No	No			
SCJ 1f	SCJ-1-S028* to SCJ-1-S030*	Not an existing walked route	No	No			

1.3.2 Other options considered: Maps SCJ 1a to SCJ 1f – Mill Lane, Salcott to Moor Farm, Langenhoe

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
1a	SCJ-1-S003 to SCJ-1-S005	We considered aligning the trail along a public footpath which at that time ran through the farmyard at Virley Hall Farm. This public footpath was subsequently diverted to align alongside Salcott Creek, following the line of the proposed route	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the sea and maintains views of the sea (Salcott Channel) ■ it avoids a busy farmyard, and provides better levels of safety and biosecurity ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
1a & 1b	SCJ-1-S007 to SCJ-1-S015	We considered aligning the trail through rough grassland south of the proposed route through Abbots Hall Farm Nature Reserve	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It follows an existing well established permissive path through the Reserve ■ It would reduce the likelihood of disturbance to feeding and roosting water birds on the adjoining saltmarsh/mudflat. ■ The option considered crossed land that was seasonally wet and the proposed route was more cost effective in terms of infrastructure required, maintenance and sustainability. ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.
1c & 1d	SCJ-1-S020 to SCJ-1-S021	We considered aligning the trail along farm tracks and field edges east of Copt Hall Farm at Feldy Marshes	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the sea, maintains views of the sea and offers a better recreational experience ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme
1f	SCJ-1-S024 to SCJ-1-S030	We considered aligning the trail along the seawall between the head of Ray Channel and The Strood.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the option considered would result in an impact upon the privacy of the adjacent homes and gardens ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme, particularly with consideration to limited alternatives, road safety and excepted land uses.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
1f	SCJ-1-S024 to SCJ-1-S026	We considered various alternative crossing points on the Mersea Road near to Home Farm	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is more direct and limits the extent of field edge path ■ a road safety assessment carried out by Essex County Council identified the proposed road crossing as the safest location

Note: Any public rights of way not forming part of the proposed trail would remain available for people to use under their pre-existing rights.

Part 1.4: Proposals Maps

1.4.1 Map Index

Map reference	Map title
SCJ 1a	Mill Lane, Salcott to Abbots Hall Nature Reserve
SCJ 1b	Abbots Hall Nature Reserve to Copt Hall
SCJ 1c	Copt Hall to Feldy Marshes
SCJ 1d	Feldy Marshes to Sampson's Creek
SCJ 1e	Sampson's Creek to the Shell Bungalow
SCJ 1f	The Shell Bungalow to Moor Farm, Langenhoe
Directions map SCJ 1A	Abbots Hall Farm: Proposed directions under S24 CROW and S26(3)(a) CROW
Directions map SCJ 1B	Salcott to Langenhoe: Proposed direction under S25A CROW
Directions map SCJ 1C	Ray Island: Proposed direction under S26(3)(a) CROW

PROPOSALS

Trail Sections

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Trail not using existing walked route
- Alternative route
- Trail shown on other maps
- Approved or open England Coast Path

Maps that show sections of the trail that follow the existing South West Coast Path as currently walked and managed use the following trail categories. Information on the existing status and infrastructure is not shown.

- Trail using existing South West Coast Path
- Alternative or optional alternative route using existing South West Coast Path

Trail sections which follow existing public rights of way or highways are indicated by a suffix:

- BW** - Public bridleway
- BY** - Public byway
- CP** - Cycletrack (pedestrian)
- CT** - Cycletrack (cycles only)
- FP** - Public footpath
- FW** - Public footway (Pavement)
- RB** - Restricted byway
- RD** - Public road

Coastal Margin

Explanatory note

Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.

- Coastal margin landward of the trail
- Coastal margin landward of the trail which is existing access land

Other Information

Other access rights and routes

- Public bridleways
- Public byways
- Public footpaths
- Restricted byways
- South West Coast Path
- Sustrans national routes
- Existing access land
- MoD byelaw (excepted land)

Infrastructure types

For status of each, where shown on map, see colour codes below

Bridges:

- Clapper bridge
- Footbridge
- Quad bike bridge
- Sleeper bridge
- Vehicle bridge

Stiles:

- Ladder stile
- Lift-up stile
- Squeeze stile
- Step stile
- Stone stile

Gates:

- Bristol gate
- Field gate
- Gateway with no gate
- Kissing gate
- Pedestrian gate
- Wheelchair gate

Miscellaneous:

- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Advisory sign
- Ramp
- Revetment
- Stepping stones
- Steps

Infrastructure status

Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

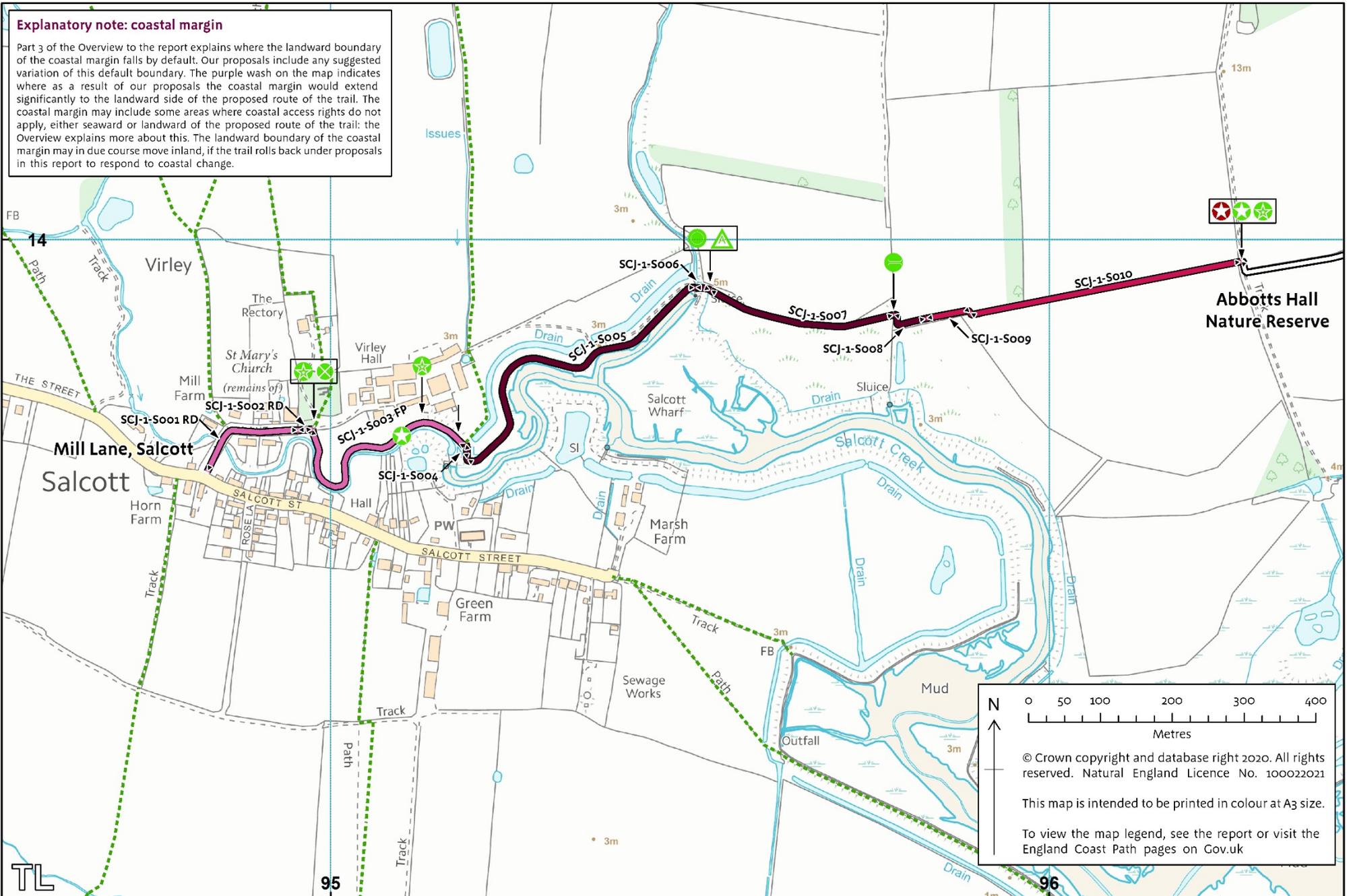
- Existing steps to be retained
- New steps required
- Existing steps to be removed

* Please note that the items in this legend may not all be present on an individual map or report.

Map SCJ 1a: Mill Lane, Salcote to Abbots Hall Nature Reserve

Explanatory note: coastal margin

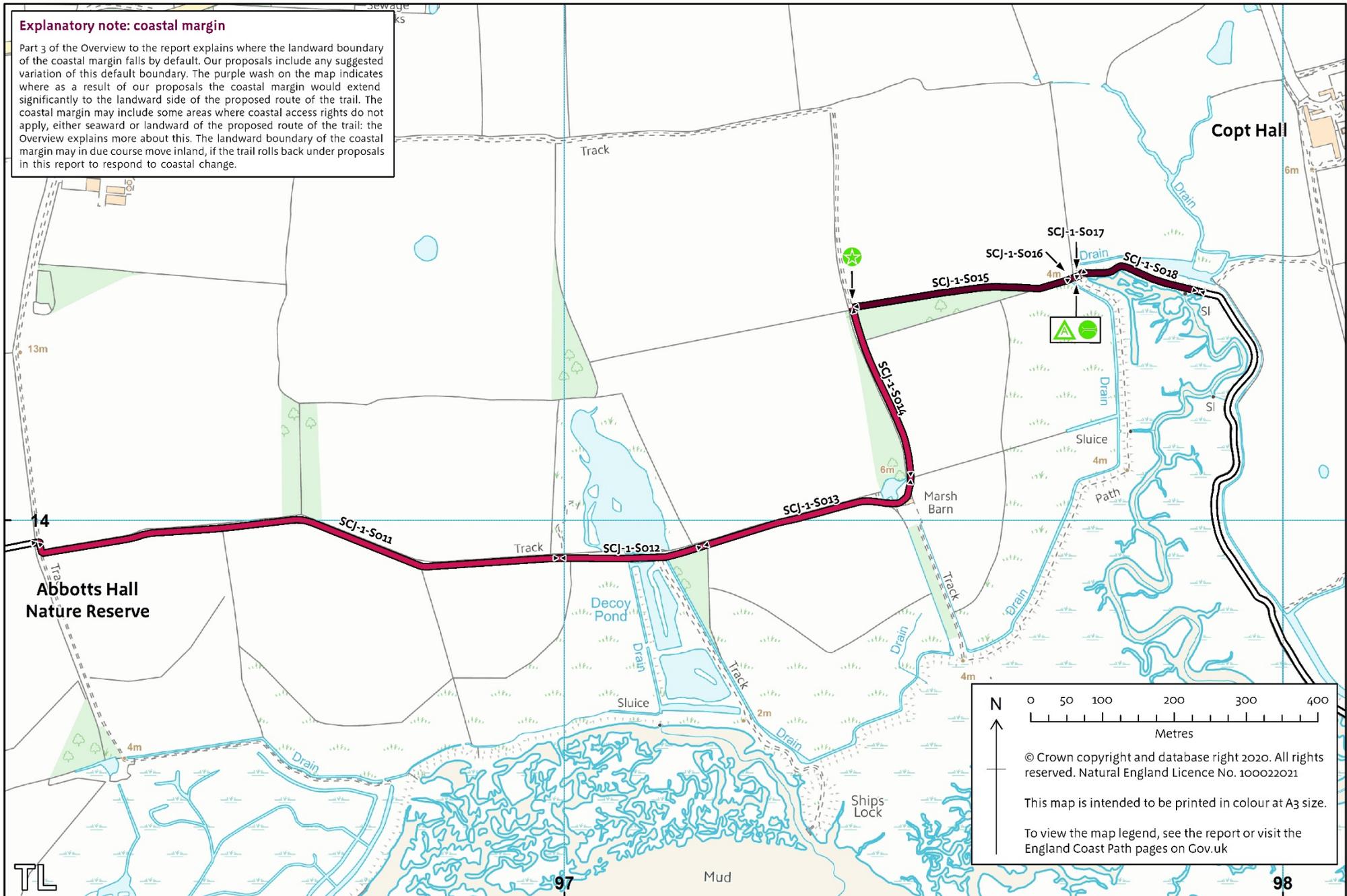
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.



Map SCJ 1b: Abbots Hall Nature Reserve to Copt Hall

Explanatory note: coastal margin

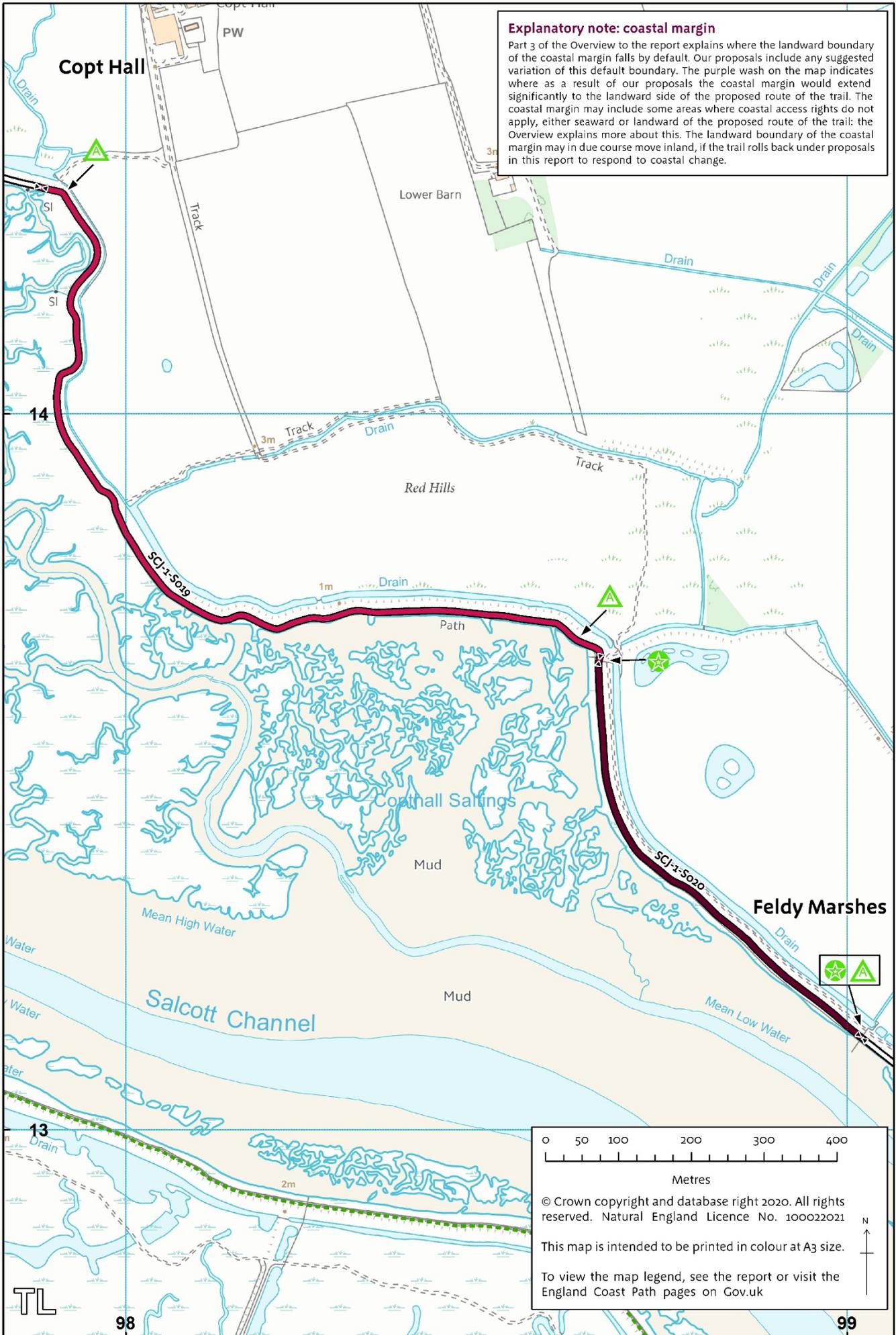
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.



Map SCJ 1b: Abbots Hall Nature Reserve to Copt Hall

Explanatory note: coastal margin

Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.



0 50 100 200 300 400
Metres

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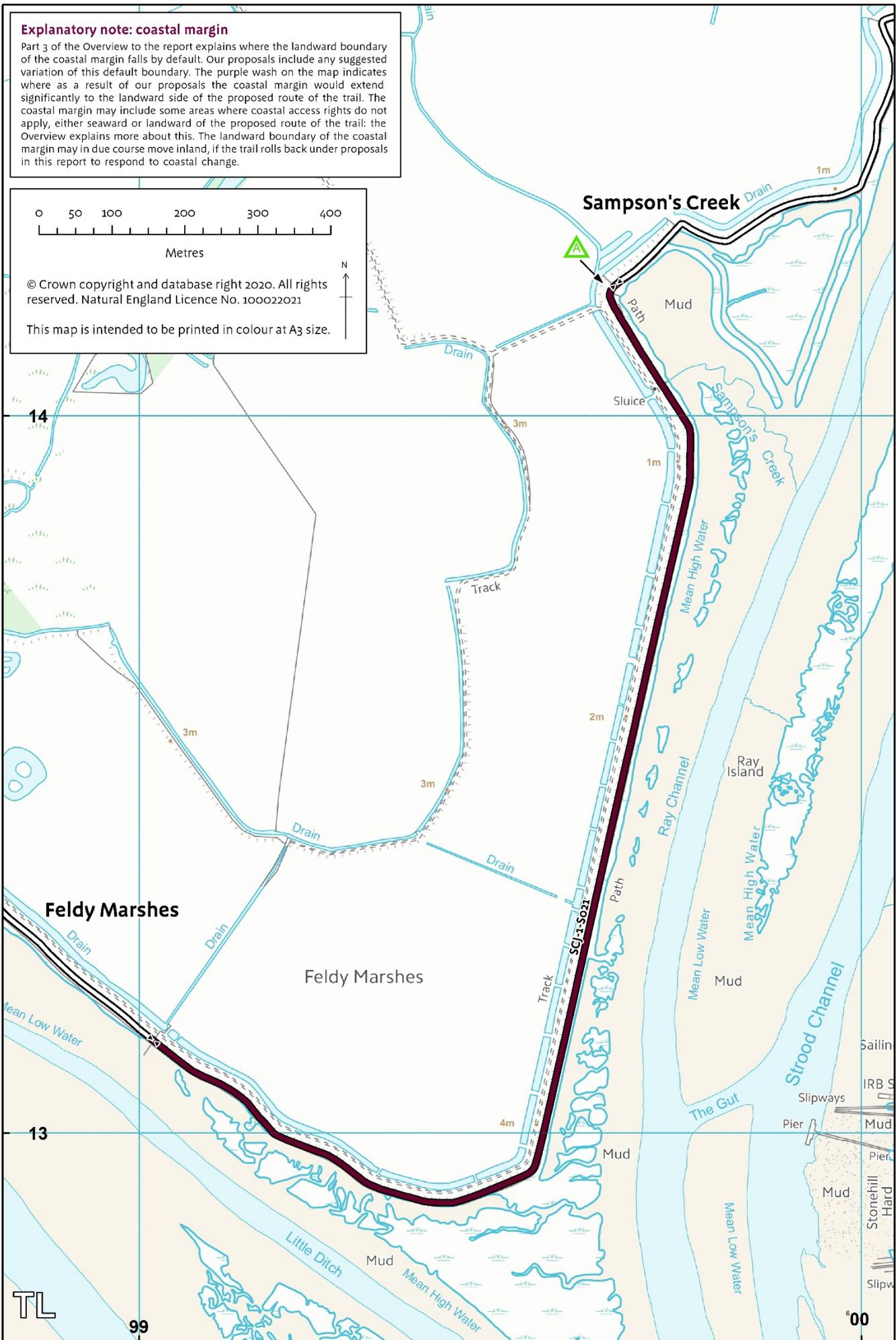
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

Explanatory note: coastal margin
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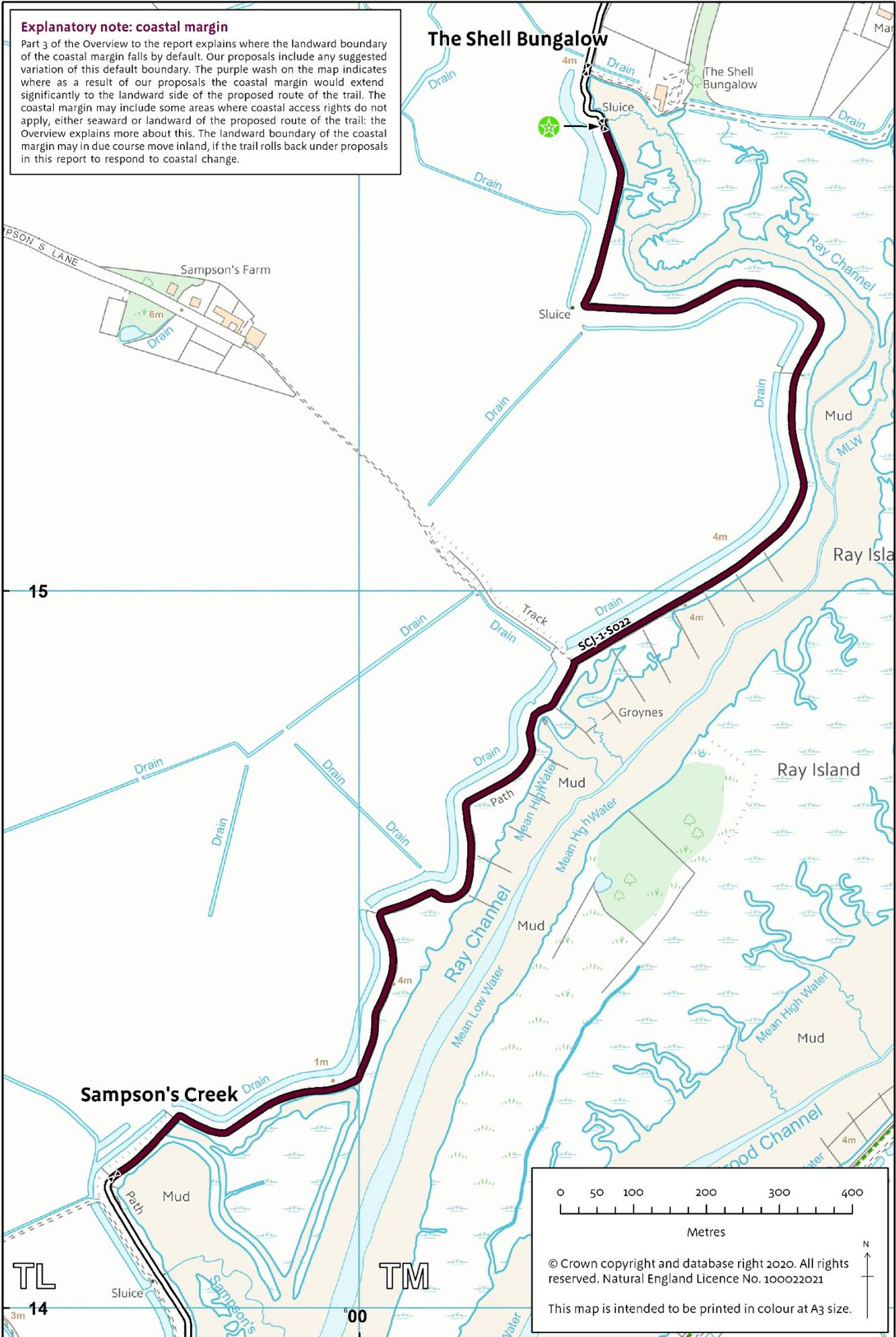
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Map SCJ 1e: Sampson's Creek to The Shell Bungalow

Map SCJ 1e: Sampson's Creek to The Shell Bungalow

Explanatory note: coastal margin
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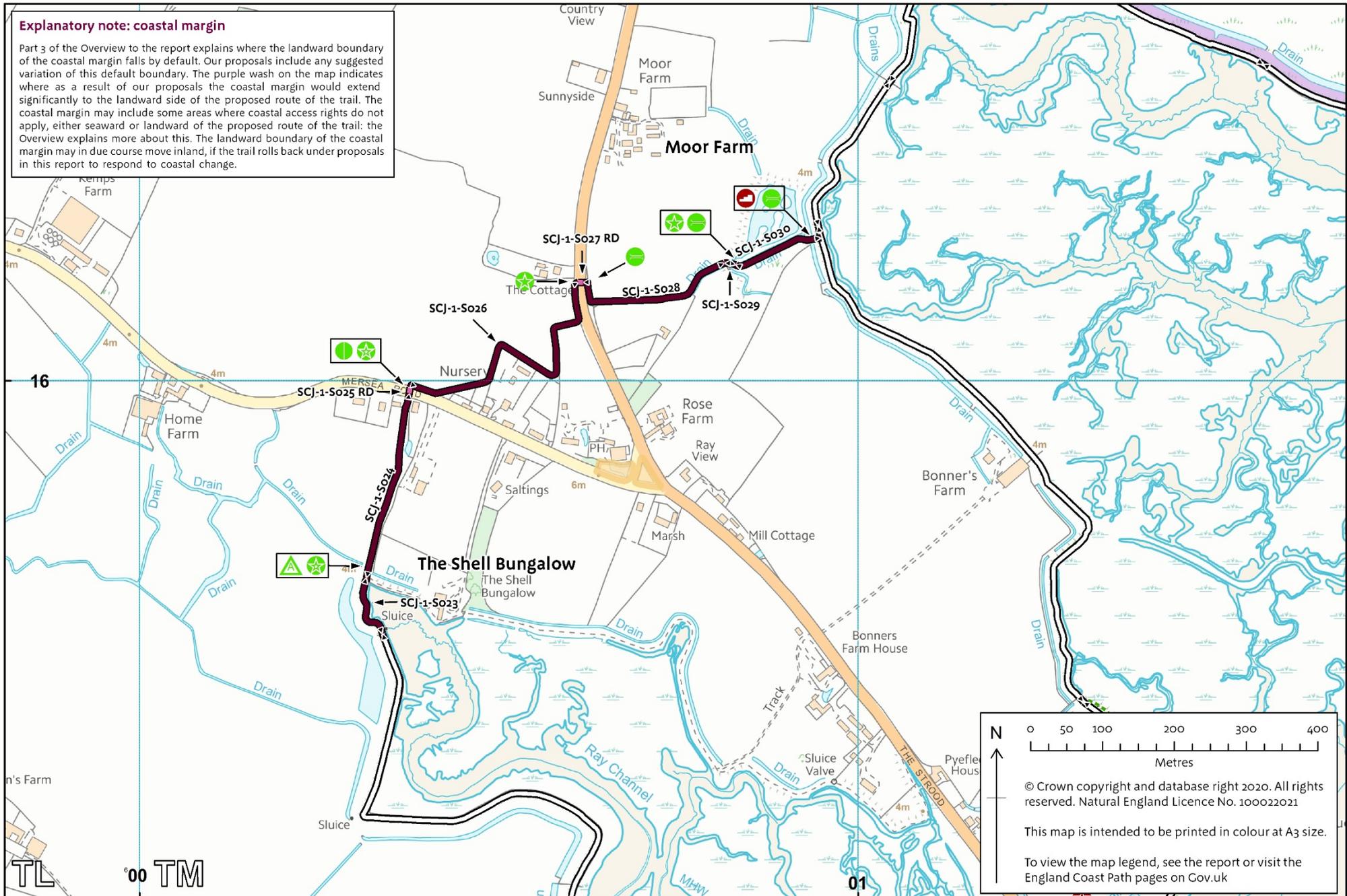
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Map SCJ 1f: The Shell Bungalow to Moor Farm, Langenhoe

Explanatory note: coastal margin

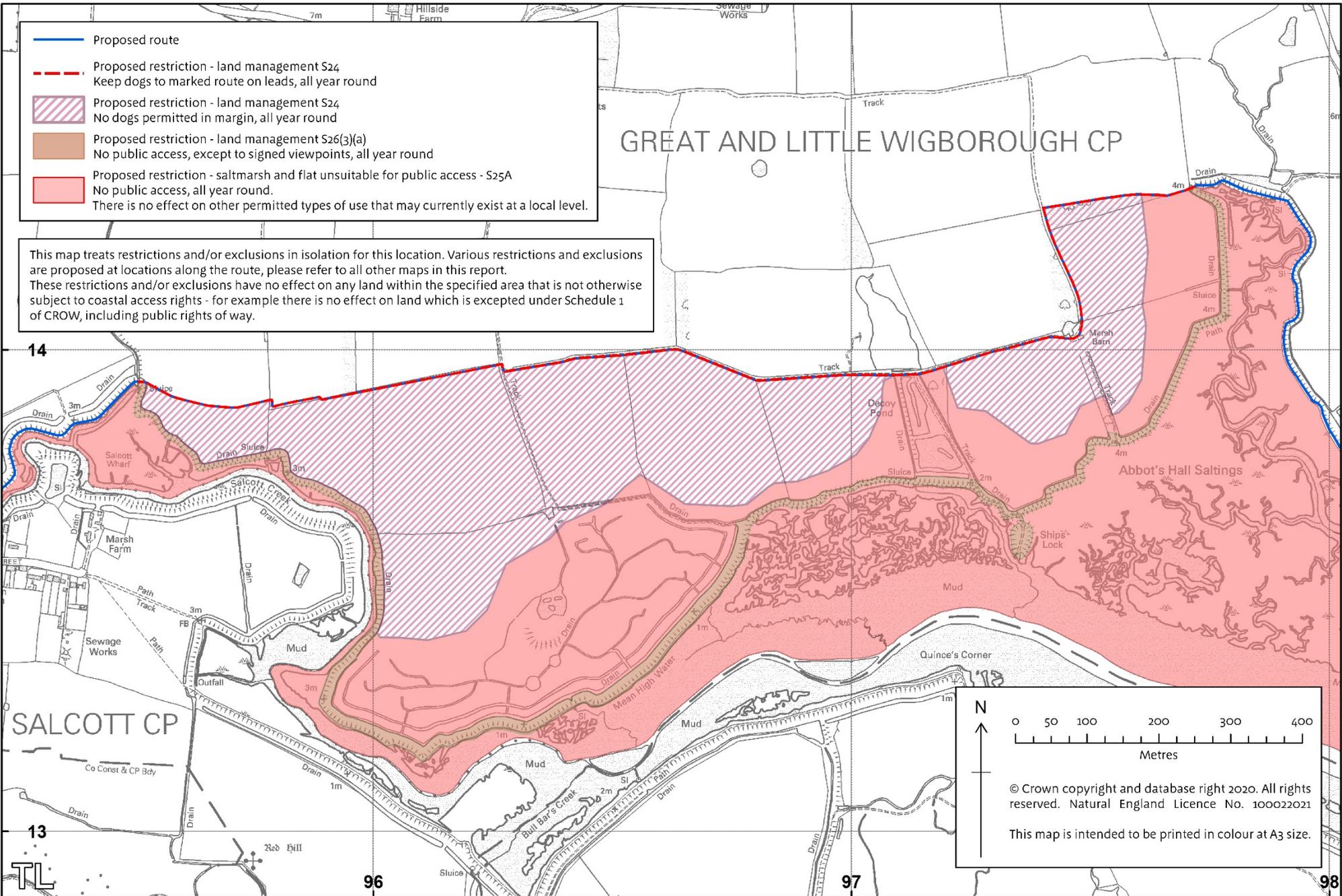
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.

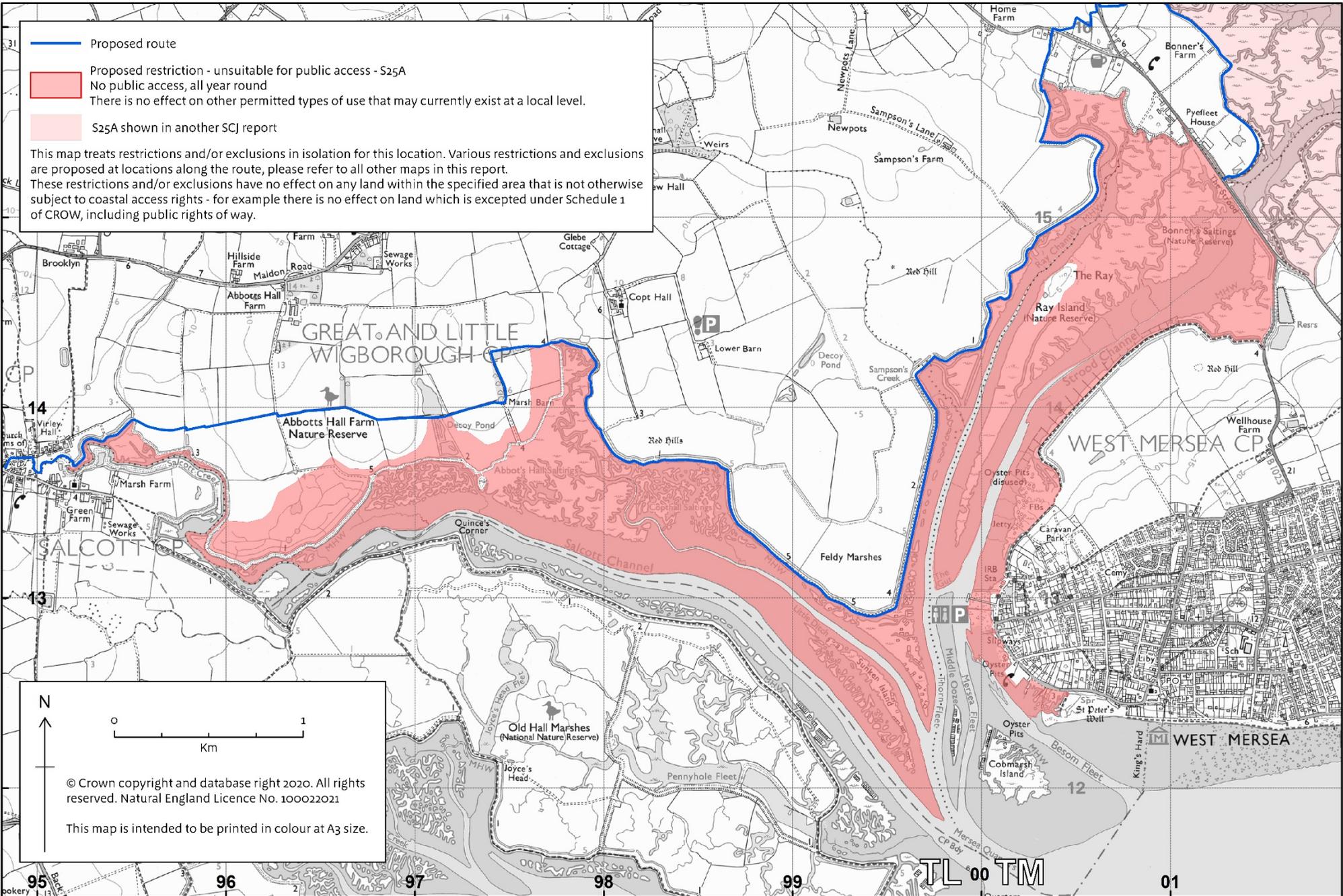


Map SCJ 1f: The Shell Bungalow to Moor Farm, Langenhoe

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 To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

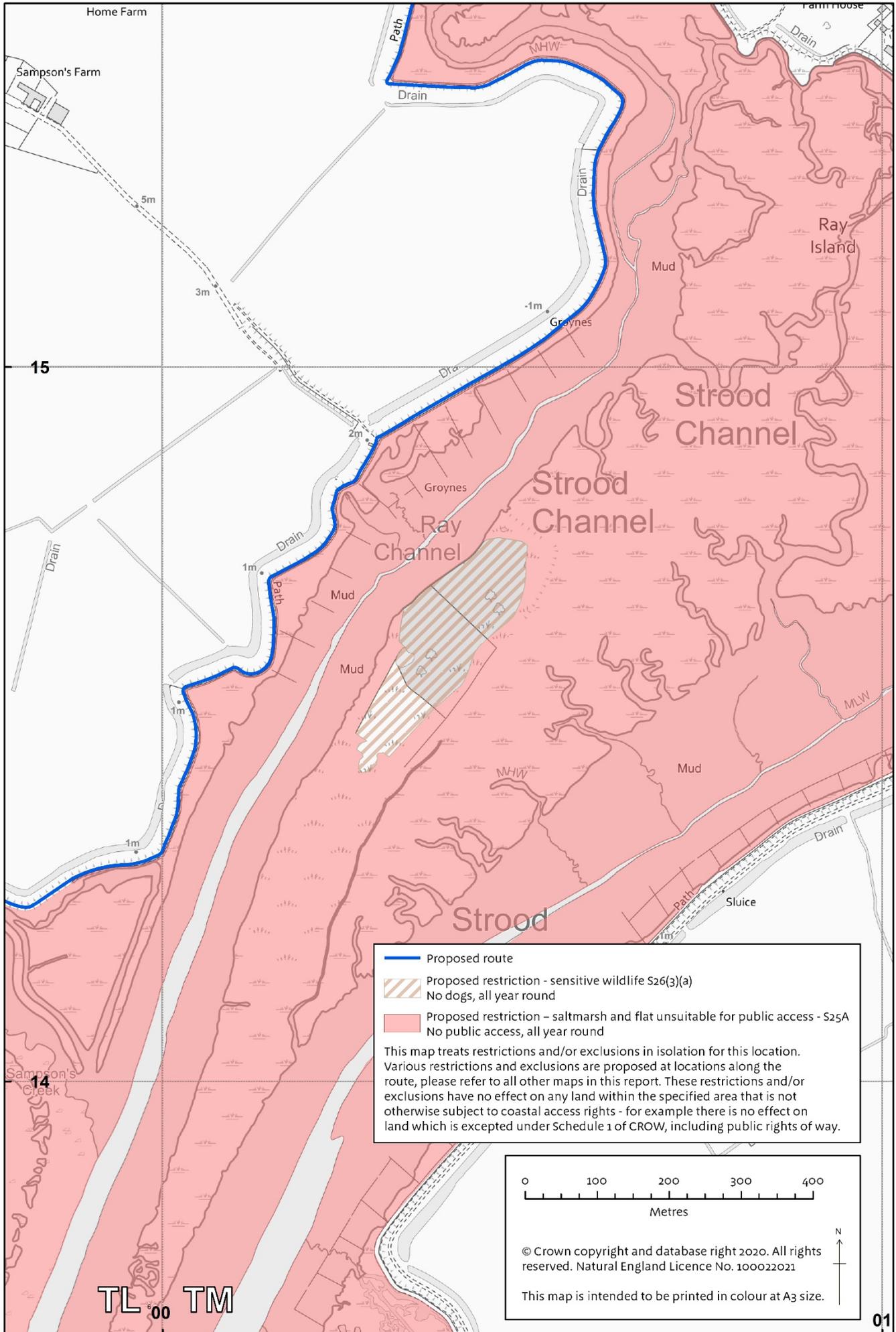
Directions map SCJ 1A: Abbots Hall Farm





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— Proposed route
 Proposed restriction - sensitive wildlife S26(3)(a)
 No dogs, all year round
 Proposed restriction - saltmarsh and flat unsuitable for public access - S25A
 No public access, all year round

This map treats restrictions and/or exclusions in isolation for this location. Various restrictions and exclusions are proposed at locations along the route, please refer to all other maps in this report. These restrictions and/or exclusions have no effect on any land within the specified area that is not otherwise subject to coastal access rights - for example there is no effect on land which is excepted under Schedule 1 of CROW, including public rights of way.

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